

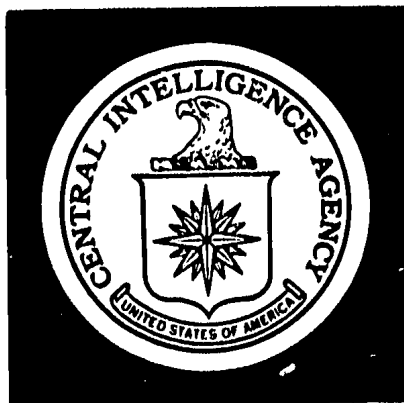
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DIRECTORATE OF
INTELLIGENCE

Intelligence Memorandum

Foreign Shipping To North Vietnam In 1969

~~Secret~~

ER IM 70-20
February 1970

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CENTRAL INTELLIGENCE AGENCY
Directorate of Intelligence
February 1970

INTELLIGENCE MEMORANDUM

Foreign Shipping To North Vietnam In 1969Highlights

North Vietnam's seaborne foreign trade fell off in 1969 mainly because of a sharp reduction in coal exports. Total seaborne exports of 570,000 tons were the lowest since US bombing began in 1965. Imports of nearly 1.9 million tons were slightly below the record level of 1968, with small declines registered in the imports of foodstuffs, fertilizer, petroleum, and general and miscellaneous cargo.

There were no known seaborne deliveries of combat arms or ammunition. However, imports included the first known seaborne delivery of unidentified cargo (800 tons) associated with the Chief Engineering Directorate (GIU), the Soviet organization responsible for military aid abroad. Although these cargoes are almost certainly for military use, their contents could include a wide range of items. Other changes in the pattern of deliveries included a tripling in seaborne imports of trucks to 4,500, more than half from the Soviet Far East. In the past, only small quantities of trucks were loaded in this area. Finally, the USSR delivered sporting arms and ammunition for the first time by sea.

Imports from Communist countries, which accounted for 93% of total imports, were marked by an 11% increase in deliveries from the USSR to a new high of 930,000 tons and by a 22% drop in

Note: This memorandum was produced solely by CIA. It was prepared by the Office of Economic Research and information on ship arrivals was coordinated with the Naval Intelligence Command.

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shipments from China to 543,000 tons. Increased deliveries of foodstuffs and record deliveries of petroleum sparked the Soviet performance. There was a significant increase in shipments from the Free World, reflecting large-scale fertilizer deliveries from Japan. In terms of volume, Japan has emerged as the major Free World exporter to North Vietnam.

During 1969, exports of apatite and cement, suspended prior to 1968 because of US bombing, resumed. Moreover, for the first time a substantial quantity of rice (33,000 tons) was exported to the Free World.

In the wake of declining trade with China and North Korea, foreign ship arrivals in North Vietnam dropped during 1969 for the first time since 1966. Although Soviet arrivals reached a record high in 1969, there was a sizable drop in Chinese and Free World arrivals. This overall reduction in ship arrivals and increased berthing space fostered a considerable reduction in congestion at Haiphong, and in November, for the first time in nearly three years, it was virtually eliminated. Average layover time for departing dry cargo ships continued to decline in 1969, and in December fell to a 32-month low of 14 days.

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Seaborne Imports

1. Seaborne imports to North Vietnam decreased slightly from their all-time high of nearly 2 million tons in 1968 to a little less than 1.9 million tons in 1969 (see the tabulation below*), the first

<u>Origin</u>	<u>Cargoes in Thousand Metric Tons</u>				
	<u>1968</u>		<u>1969</u>		<u>Percent Change</u>
	<u>Cargo</u>	<u>Percent</u>	<u>Cargo</u>	<u>Percent</u>	
<i>Total imports</i>	1,966	100	1,889	100	-4
Communist	<u>1,919</u>	<u>98</u>	<u>1,747</u>	<u>92</u>	-9
USSR	838	43	930	49	11
Communist China	700	36	543	29	-22
Eastern Europe	233	12	212	11	-9
North Korea	89	5	19	1	-79
Cuba	58	3	45	2	-22
Free World	<u>47</u>	<u>2</u>	<u>141</u>	<u>7</u>	200
Japan	9	Negl.	96	5	967
Cambodia	27	1	43	2	59
Other Free World	11	1	3	Negl.	-73

such decline since 1964. Overall performance reflected a sharp drop in deliveries from China and North Korea -- down 227,000 tons -- that more than offset the rise in shipments from the USSR and the Free World -- up 186,000 tons. Shipments from the USSR reached a record high of 930,000 tons, while those from the Free World climbed to 141,000 tons, their highest volume since 1965. Almost all of the rise in Free World shipments reflects increased deliveries from Japan, which in terms of volume, emerged as the major Free World exporter to North Vietnam.

* For additional details on North Vietnam's seaborne trade, see Tables 1 through 5.

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Traditional Imports

2. Small declines in volume were registered in all of the five major import categories, except timber (see the tabulation below). The 4% drop in

<u>Cargoes in Thousand Metric Tons</u>					
	<u>1968</u>		<u>1969</u>		<u>Percent Change</u>
	<u>Cargo</u>	<u>Percent</u>	<u>Cargo</u>	<u>Percent</u>	
<i>Total imports</i>	1,966	100	1,889	100	-4
Foodstuffs	790	40	761	40	-4
Fertilizer	159	8	157	8	-1
Petroleum	385	20	373	20	-3
Timber	26	1	37	2	42
General and miscellaneous	605	31	561	30	-7

food imports may reflect improved domestic rice production. Deliveries from the USSR (mostly wheat flour) increased by nearly 50,000 tons to 321,000 tons, accounting for about 42% of total food imports. Despite a drop of 40,000 tons, China provided 377,000 tons, approximately 50% of total food imports. Of the remaining 63,000 tons of food imports, Cuba supplied 44,000 tons of sugar, Romania 13,000 tons of wheat, and Cambodia 5,000 tons of corn.

3. North Vietnamese imports of 373,000 tons of petroleum by sea in 1969 were slightly below record imports in 1968.* The USSR provided 90% of total deliveries, increasing its shipments from 298,000 tons in 1968 to a new high of 335,000 tons in 1969. Deliveries from Communist China, however,

** More than 95% of the petroleum imported by North Vietnam came by sea in 1969. As in earlier years, most of it (mainly gasoline and diesel fuel) arrived in tankers; the remainder (consisting largely of lube oil, grease, and other specialty products) arrived in dry cargo ships.*

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fell abruptly -- from 69,000 tons in 1968 to 21,000 tons in 1969. This overall change in the pattern of supply probably reflects the termination of a tripartite transfer agreement under which Soviet and Romanian petroleum was delivered to China for eventual delivery to North Vietnam.

4. Petroleum deliveries reached a record level in the fourth quarter of 1969, when they averaged 45,000 tons per month compared with a monthly average of 27,000 tons in the preceding three quarters. More than two-thirds of all petroleum imports arrived from the Soviet Far East in small, 4,000-deadweight-ton (DWT) Soviet tankers, which have dominated the trade since October 1966. Deliveries during the fourth quarter, however, were marked by increased use of larger 11,000 DWT tankers, and in November there was one call by a 20,000 DWT Soviet tanker, possibly the largest ship ever to visit North Vietnam.

5. Fertilizer imports of 157,000 tons were only slightly below those in 1968. There was, however, a major shift in suppliers. Deliveries from Japan* jumped from 7,000 tons in 1968 to 86,000 tons in 1969, while those from the USSR declined from 83,000 tons to 60,000 tons. Imports from North Korea dropped even more -- from 48,000 tons in 1968 to 5,000 tons in 1969. As in 1968, Eastern Europe accounted for only 6,000 tons.

6. Imports of general and miscellaneous cargo in 1969 totaled 561,000 tons, nearly all from Communist countries. Most of the 7% drop from 1968 was the result of lower imports from Communist China. General and miscellaneous cargo consisted largely of machinery, steel for manufacturing and construction, cable and wire, pyrites, nonferrous metals, trucks and bicycles, chemicals, chemical explosives, and pharmaceuticals.

** These consisted primarily of urea, which has more than twice the nitrogen content of ammonium sulfate, the chief component of fertilizer imports from the USSR. Therefore, although the volume of fertilizer imports declined slightly in 1969, the quantity of nutrients imported actually increased substantially.*

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Apparent Deliveries of Military Aid

7. Movement of apparent military aid cargoes to North Vietnam by sea occurred for the first time in 1969. Nearly 800 tons of unspecified cargo associated with the Chief Engineering Directorate (GIU), the Soviet organization responsible for military aid abroad, were delivered to Haiphong. Shipments were made in 17 small consignments on Soviet large-hatch ships which sailed from Odessa. These GIU-associated cargoes are almost certainly for military use. GIU shipments to other countries have included a broad range of military supplies -- ordnance, armored vehicles, combat aircraft, radios, mobile repair shops, tools, pumps, spare parts, and the personal effects of Soviet military technicians. The small volume of the consignments shipped to North Vietnam suggests that specialty items were involved rather than items such as small arms and ammunition that are used in large quantities.

Other Unusual Cargo Movements*Vehicles*

8. About 4,500 trucks* were delivered by sea to North Vietnam in 1969 -- three times the 1968 level. More than 2,400 arrived in shipload lots on 11 ships from the Soviet Far East. Prior to 1969, no shipload deliveries were made from any area, and most trucks were loaded at ports in the Black and Baltic seas. It is not certain whether the heavy deliveries from the Far East indicate an overall increase in truck deliveries or a diversion from shipment by rail through China. Trucks delivered from Soviet Black Sea ports also increased somewhat -- up from 260 in 1968 to 290 in 1969 -- as did those from East European ports on the Black and Baltic seas -- up from 1,280 in 1968 to 1,720 in 1969. The only other exporter of trucks by sea to North Vietnam in 1969 was North Korea, which shipped 50.

* Totals include cargo trucks, dump trucks, tank trucks, crane trucks, generator trucks, and unidentified vehicles (most of which are believed to be trucks).

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Sporting Arms and Ammunition

9. The first known seaborne deliveries to North Vietnam of sporting arms and ammunition,* probably for training or paramilitary purposes, also occurred in 1969. Small consignments totaling approximately 50 tons for the year were delivered by ten Soviet ships. The USSR has shipped sporting arms and ammunition to other destinations -- notably Cuba.

Explosives

10. Seaborne deliveries of explosives, which were first noted when 700 tons arrived in July 1968, continued during 1969 and amounted to 4,000 tons delivered in four shipments loaded in Poland. Most of the explosives probably are intended for mining or construction purposes, but small quantities were consigned to the North Vietnamese General Directorate of Rear Services of the Ministry of Defense. These seaborne deliveries apparently supplement rail shipments of explosives which appear to have increased in 1969.

Exports

11. North Vietnamese seaborne exports in 1969 of 570,000 tons were the lowest since US bombing began in 1965 (see the tabulation below). The

Thousand Metric Tons

<u>Year</u>	<u>Total</u>	<u>Coal</u>	<u>Apatite</u>	<u>Cement</u>	<u>Pig Iron</u>	<u>General and Miscel- laneous</u>
1964	1,565	950	338	140	44	93
1965	1,713	1,150	318	78	48	120
1966	1,168	938	10	99	40	80
1967	573	432	--	35	22	84
1968	694	625	--	--	--	69
1969	570	461	13	22	--	74

* Such cargoes are known to have moved by rail through 1967. No deliveries were reported in 1968.

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decline was due entirely to a steep reduction in coal exports, which were 26% below the volume in 1968 and almost matched the record low in 1967. Coal exports to China fell from 324,000 tons in 1968 to about 175,000 tons in 1969. Deliveries of coal to Japan -- 264,000 tons -- were only slightly less than in 1968, but well below the 320,000 tons contracted for. The decline in exports stems from problems in the coal industry -- reduced labor productivity and delays in repairing bomb damage to coal-processing facilities -- and the need to sustain domestic consumption requirements.

12. Cement exports, which resumed in April after a two-year lapse that resulted from US bombing, accelerated toward the end of 1969 with the shipment of 17,000 tons in the last quarter. Most of the cement was shipped to Cambodia. It is likely that restoration of the Haiphong Cement Plant, which continued throughout 1969, will promote increased exports in 1970.

13. After a suspension of nearly three years, seaborne exports of apatite were resumed in August. Restoration of through rail traffic between the Lao Cai mines and Haiphong at the end of 1968 and expansion of mining and ore-processing facilities were contributing factors to this development. Of the 12,500 tons shipped, Japan received 1,500 tons and North Korea 11,000 tons. Exports of apatite should continue at a relatively high level in 1970, inasmuch as North Vietnam has reportedly been negotiating apatite-urea barter agreements with Japanese firms.

14. Rice exports, a source of hard currency, rose from 6,000 tons in 1968 to 33,200 tons in 1969. The recipients were Singapore (23,700 tons), Cambodia (4,000 tons), Malaysia (4,300 tons), and Hong Kong (1,200 tons). Other exports included chrome ore, jute, handicrafts, coffee, peanuts, duck feathers, fruit juices, tea, and tin.

Foreign Shipping in North Vietnam's Trade in 1969

15. Ship visits to North Vietnam in 1969 declined for the first time since 1966. There were

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457 foreign-ship arrivals,* 9% below those in 1968. A sharp fall-off both in British and Chinese arrivals caused the change. The tabulation below compares arrivals by flag and imports by carrier in 1968 and 1969.

Flag and Carrier	1968		1969		Percent Change	1968 #/		1969 #/		Percent Change
	Arrivals	Per-cent	Arrivals	Per-cent		Imports	Per-cent	Imports	Per-cent	
Total	500	100	457	100	-9	1,088	100	1,080	100	-4
Communist countries	351	70	358	78	2	1,310	67	1,424	75	9
USSR	216	43	241	53	12	863	44	974	52	13
Eastern Europe	31	6	38	8	23	169	9	187	10	11
Communist China	98	20	74	16	-24	220	11	218	12	-1
Cuba	6	1	5	1	-17	58	3	45	2	-22
Free World	149	30	99	22	-34	656	33	465	25	-29
United Kingdom	114	23	74	16	-35	533	27	382	20	-28
Other	35	7	25	5	-29	123	6	83	4	-33

a. Thousand metric tons.

16. Soviet ships accounted for a new high of 241 arrivals, primarily because of heavy shipments of flour and large-scale movements of vehicles from the Soviet Far East. In all, Soviet ships carried more than half of North Vietnam's imports by sea during 1969. Whereas Chinese Communist arrivals fell to 74, their lowest level since 1964, East European ship arrivals increased to 38. East European arrivals, although mostly Polish,** also included eight East German vessels, the first to call at North Vietnam since 1964.

17. In the wake of declining trade between North Vietnam and China, there were only 99 Free World ship arrivals in North Vietnam in 1969. As in 1968, about three-fourths of the cargo carried

* Foreign ships carried virtually all of North Vietnam's seaborne trade through 1968. However, with the cessation of US bombing, many of the larger units of North Vietnam's fleet (three larger than 1,000 DWT, the largest 4,000 DWT) began operating between South China, Hong Kong, and Haiphong. It is believed that these ships handled about 1% of North Vietnam's seaborne foreign trade. For additional details on arrivals in North Vietnam, see Table 1.

** Including ships of both the Polish Ocean Lines and the Chinese-Polish Ship Brokers Co., Ltd. (CHIPOLBROK).

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on Free World vessels originated in Communist China. Although calls by British-flag ships declined, they still comprised 75% of Free World arrivals. All British-flag ships were based in Hong Kong, either owned by companies controlled by China or dependent on Communist charters for the largest share of their business. These ships are used mainly to carry cargoes from North China to North Vietnam under charter to Communist China or North Vietnam, inasmuch as they can sail around Formosa without interference from the Chinese Nationalists.

18. There were only 25 non-British Free World arrivals in 1969, of which 17 were Cypriot and Somalian ships. Somalian ships made no calls after 2 July 1969, in belated response to a government decree of 1 April 1969 denying Somali registration to ships trading with North Vietnam.*

19. During the last half of 1969, North Vietnam reportedly attempted to purchase merchant ships in the Free World market.** With additional tonnage under its control, North Vietnam could reduce hard currency expenditures for chartered ships while increasing the earnings of its own fleet. Ships flying Cypriot, British, Hong Kong, and Japanese flags have been considered, but no purchase is known to have been made in 1969.***

Developments at Haiphong

20. Berthing facilities at Haiphong were expanded about 20% in 1969 as two segments of a new

* The decree was reportedly suspended in mid-October, and Somali-flag ships are scheduled to call at North Vietnam early in 1970.

** Some may be for operation under foreign flags, which would permit the ships purchased to operate without the restrictions imposed by some governments on ships flying the North Vietnamese flag.

*** The only 1969 acquisition by the fleet was the Bulgarian freighter Christo Botev (3,952 DWT), which was turned over to North Vietnam, apparently as a gift, in late May. The addition of this ship, the largest in North Vietnam's minuscule merchant fleet, brings the number of ships in the fleet of more than 500 DWT to seven (six dry cargo and one tanker) and increases the total DWT of the fleet from 8,000 to 12,000.

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quay at the western end of the Chamber of Commerce Wharves were opened.* The quay will reach a length of 1,300 feet when the third segment is completed early in 1970,** increasing the berthing capacity of the port from 10 to 11 freighters. Assembly of the first of three planned portal cranes at the new wharf facilities is nearly completed. They represent the first such permanent dockside equipment at Haiphong, and their use will increase the discharge rates for ships using the berths served by the cranes.***

21. The daily discharge rate for dry cargo ships at Haiphong was up only slightly from 4,100 tons per day in 1968 to 4,200 tons per day in 1969, despite increases in berthing capacity and improved weather conditions. The level of congestion, however, was reduced sharply after July because of fewer foreign-ship calls and increased berthing space. The daily average number of dry cargo ships in port dropped to only 18 in 1969 compared with 25 in 1968. In November, for the first time in nearly three years, congestion at Haiphong was virtually eliminated; the average number of foreign dry cargo ships in port per day was 11, and on some days every foreign ship in port was discharging or loading cargo. Although the average layover time for departing dry cargo ships declined from 25 days in 1968 to 20 days in 1969, the monthly average dropped to a 32-month low of 14 days in December.

22. Discharge rates for tankers increased in 1969, despite the fact that bulk petroleum continued to be offloaded onto lighters at the Bach

* One, with a length of 500 feet, went into operation in April, and a second, with a length of 300 feet, went into operation in August.

** Construction of the quay began in late 1967, but suffered periodic delays in 1968 and 1969 as a result of monsoons, non-delivery of essential materials from the USSR, and other factors.

*** The crane may be used to load directly from ships onto rail cars. Two sets of meter-gauge railroad tracks were under construction on the wharf in March 1969, but they have not yet been connected to a rail line.

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Dang anchorage. The rebuilding in 1969 of bombed-out bulk storage tanks and related pumping facilities adjacent to the waterfront petroleum pier in Haiphong* (eight miles from the Bach Dang anchorage) coupled with additions to the lighter fleet fostered an upgrading in operational efficiency.

Foreign Shipping Activity Near Vinh

23. Foreign-flag vessels began offloading cargoes at the Hon Nieu anchorage in the Vinh area** following the bombing halt in November, and in December 1968 five ships offloaded cargoes at the anchorage. During the first seven months of 1969 the anchorage was used by 12 foreign ships (six Chinese and six Free World). Since then, only one offloading has occurred -- the Chinese ship *Hung Chi-153* in December. Most of the ships carried foodstuffs, mainly rice from China; a few carried fertilizer. Since July the North Vietnamese have curtailed the use of foreign ships for deliveries to Vinh, replacing them with coastal vessels from their own small fleet, some of which regularly ply the coast of North Vietnam between Haiphong and ports in the southern Panhandle.

* North Vietnam began rebuilding some of the tanks at the petroleum terminal following the bombing halt in late 1968. Seven tanks at the terminal, with a total capacity of about 7,000 tons, had been restored by the end of May 1969, and two tanks, with a total capacity of 1,000 tons, were being rebuilt by the end of 1969.

** Vinh is strategically located in North Vietnam's Panhandle. It is on the main routes south toward the demilitarized zone and southwest toward Laos.

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Table 1

North Vietnam
Foreign-Flag Ship Arrivals, by Flag

<u>Flag</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1967</u>	<u>1968</u>	<u>1969</u>
<i>Total</i>	580	530	379	386	500	457
Communist	<u>178</u>	<u>274</u>	<u>305</u>	<u>308</u>	<u>351</u>	<u>358</u>
Soviet	48	79	122	181	216	241
East European	58	50	44	29	31	38
Albanian	--	1	2	1	1	1
Bulgarian	2	5	9	4	4	6
Czechoslovak	7	4	--	--	--	--
East German	1	--	--	--	--	8
Polish	48	40	33	24	26	23
Chinese	72	144	138	97	98	74
Cuban	--	1	1	1	6	5
Free World	<u>402</u>	<u>256</u>	<u>74</u>	<u>78</u>	<u>149</u>	<u>99</u>
British	177	136	50	67	114	74
Cypriot	--	3	12	5	13	9
Danish	1	--	--	--	--	--
Finnish	1	--	--	--	--	--
French	1	2	--	--	--	--
Greek	35	28	7	--	--	--
Indonesian	1	--	--	--	--	--
Italian	11	1	1	2	1	--
Japanese	74	37	--	--	1	3
Kuwaiti	--	--	--	--	1	--
Lebanese	20	9	--	1	2	--
Liberian	7	3	--	--	--	--
Maltese	--	2	4	3	1	1
Netherlands	8	5	--	--	--	--
Norwegian	43	29	--	--	--	--
Panamanian	12	1	--	--	--	--
Singaporan	--	--	--	--	6	4
Somali	--	--	--	--	9	8
Swedish	3	--	--	--	--	--
West German	8	--	--	--	--	--
Illegal flag	--	--	--	--	1	--

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Table 2
North Vietnam: Exports Carried on Foreign-Flag Ships, by Commodity and Origin

Commodity	Origin														
	1964			1965			1966			1967			1968		
	Free World	Communist Countries	Total	Free World	Communist Countries	Total	Free World	Communist Countries	Total	Free World	Communist Countries	Total	Free World	Communist Countries	Total
Foodstuffs	102.3	59.7	162.0	59.6	59.0	118.6	11.8	65.7	77.6	16.2	445.5	461.7	1.9	788.5	790.4
Fertilizer	37.3	102.5	139.8	44.2	118.2	162.4	49.5	177.1	226.6	4.0	146.3	150.3	10.2	148.7	158.9
Petroleum	--	142.0	142.0	--	170.2	170.2	Regl.	200.8	200.8	--	246.6	246.6	--	385.3	385.3
Timber	14.7	17.0	31.7	14.5	--	14.5	13.6	--	13.6	12.7	0.1	12.8	26.4	--	26.4
General and miscellaneous	20.6	191.9	212.5	29.7	351.7	381.4	38.0	473.8	511.8	15.5	530.1	545.6	8.4	596.5	604.9
Total	175.9	513.1	689.0	148.0	699.1	847.1	113.0	917.4	1,030.4	48.5	1,368.6	1,417.0	46.9	1,918.9	1,965.8

Table 3
North Vietnam: Exports Carried on Foreign-Flag Ships, by Commodity and Destination

Commodity	Destination														
	1964			1965			1966			1967			1968		
	Free World	Communist Countries	Total	Free World	Communist Countries	Total	Free World	Communist Countries	Total	Free World	Communist Countries	Total	Free World	Communist Countries	Total
Coal	690.5	259.5	950.0	538.6	611.6	1,150.1	449.4	488.7	938.1	260.5	171.6	432.1	292.7	332.7	625.4
Apatite	13.7	324.5	338.2	--	317.5	317.5	--	10.4	10.4	--	--	--	--	--	--
Cement	140.1	--	140.1	67.9	10.5	78.4	92.0	7.2	99.2	32.8	3.0	34.9	--	--	--
Pig iron	43.6	--	43.6	47.5	--	47.5	38.3	1.5	39.8	21.5	--	21.5	--	--	--
General and miscellaneous	26.1	66.9	93.0	47.4	72.1	119.5	39.2	41.2	80.4	43.5	40.8	84.2	29.6	39.5	69.1
Total	914.0	650.9	1,564.9	701.4	1,011.7	1,713.1	618.9	549.1	1,168.0	358.3	214.4	572.8	322.3	372.1	694.5

Table 4

North Vietnam: Imports Carried on Foreign-Flag Ships, by Commodity, Flag, and Origin
1969

Thousand Metric Tons														
Commodity and Flag	Overall Total	Origin							USSR	China	North Korea	Eastern Europe	Cuba	Total
		Hong Kong	Japan	Cambodia	Singapore/ Malaya	Western Europe	Other Free World	Total						
Total imports	1,892.2	0.1	25.6	42.7	1.2	0.6	Negl.	141.0	329.8	542.2	19.3	212.1	44.7	1,748.2
Free World	465.2	Negl.	65.6	17.4	0.1	--	--	83.1	--	336.8	9.8	35.5	--	382.1
Soviet	974.4	Negl.	15.0	19.6	1.2	--	--	35.7	929.8	--	9.0	--	--	938.7
East European	186.8	--	15.0	5.8	0.6	0.6	Negl.	22.1	--	--	--	164.7	--	164.7
Chinese Communist	218.0	--	--	--	--	--	--	--	--	206.1	--	11.8	--	218.0
Cuban	44.7	--	--	--	--	--	--	--	--	--	--	--	44.7	44.7
Foodstuffs	760.7	--	--	5.0	1.0	0.1	--	6.1	320.6	376.6	0.2	13.0	44.2	754.5
Free World	214.8	--	--	--	0.1	--	--	0.1	--	214.7	--	0.1	--	214.7
Soviet	321.7	--	--	--	0.9	--	--	0.9	320.6	--	0.2	--	--	320.8
East European	18.0	--	--	5.0	--	0.1	--	5.1	--	--	--	12.9	--	12.9
Chinese Communist	162.0	--	--	--	--	--	--	--	--	161.9	--	0.1	--	162.0
Cuban	44.2	--	--	--	--	--	--	--	--	--	--	--	44.2	44.2
Fertilizer	156.7	--	85.5	--	--	--	--	85.5	60.4	--	4.8	6.0	--	71.2
Free World	63.9	--	63.1	--	--	--	--	63.1	--	--	0.8	--	--	0.8
Soviet	72.6	--	8.1	--	--	--	--	8.1	60.4	--	4.0	--	--	64.5
East European	20.2	--	14.3	--	--	--	--	14.3	--	--	--	6.0	--	6.0
Chinese Communist	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Petroleum	373.0	--	--	--	--	--	--	--	334.9	21.1	--	17.0	--	373.0
Free World	34.8	--	--	--	--	--	--	--	--	21.1	--	13.7	--	34.8
Soviet	334.9	--	--	--	--	--	--	--	334.9	--	--	--	--	334.9
East European	3.3	--	--	--	--	--	--	--	--	--	--	3.3	--	3.3
Chinese Communist	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Timber	37.3	--	--	37.3	--	--	--	37.3	Negl.	--	--	--	--	Negl.
Free World	16.9	--	--	16.9	--	--	--	16.9	--	--	--	--	--	--
Soviet	19.5	--	--	19.5	--	--	--	19.5	Negl.	--	--	--	--	Negl.
East European	0.8	--	--	0.8	--	--	--	0.8	--	--	--	--	--	--
Chinese Communist	--	--	--	--	--	--	--	--	--	--	--	--	--	--
General and miscellaneous	561.5	0.1	10.1	0.5	0.9	0.5	Negl.	12.0	213.8	145.2	13.8	176.2	0.6	549.5
Free World	134.8	Negl.	2.5	0.4	--	--	--	2.9	--	101.0	9.0	21.8	--	131.8
Soviet	225.7	Negl.	6.8	Negl.	0.3	--	--	7.2	213.8	--	4.7	--	--	218.5
East European	144.5	--	0.8	--	2.6	0.5	Negl.	1.9	--	--	--	142.6	--	142.6
Chinese Communist	56.0	--	--	--	--	--	--	--	--	44.2	--	11.8	--	56.0
Cuban	0.6	--	--	--	--	--	--	--	--	--	--	--	0.6	0.6

Table 5

North Vietnam: Exports Carried on Foreign-Flag Ships, by Commodity, Flag, and Destination
1969

Thousand Metric Tons

Commodity and Flag	Overall Total	Destination												
		Free World							Communist					
		Hong Kong	Japan	Cas- sodia	Singapore/ Malaya	Western Europe	Other Free World	Total	CSSR	China	North Korea	Eastern Europe	Cuba	Total
Total exports	399.9	13.6	167.7	10.3	46.7	3.4	0.4	358.3	4.7	173.7	14.4	9.7	5.1	213.5
Free World	82.5	6.2	46.5	5.0	22.3	0.1	0.2	80.3	4.7	2.4	--	--	--	7.1
Soviet	246.0	5.5	205.5	8.5	7.3	--	--	226.8	--	--	10.3	--	--	14.3
East European	56.3	3.4	14.9	12.8	15.1	0.3	0.2	46.7	--	177.3	--	9.7	--	167.0
Chinese Communist	179.4	--	--	2.0	--	--	--	2.0	--	--	--	Neql.	--	Neql.
Cuban	5.6	0.5	--	--	--	--	--	0.5	--	--	Neql.	--	5.1	5.1
Apatite	12.5	--	1.5	--	--	--	--	1.5	--	--	11.0	--	--	11.0
Free World	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Soviet	12.5	--	1.5	--	--	--	--	3.5	--	--	11.0	--	--	11.0
East European	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Chinese Communist	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Cuban	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Cement	22.2	3.2	--	19.1	--	--	--	22.2	--	--	--	--	--	--
Free World	7.3	3.1	--	4.2	--	--	--	7.3	--	--	--	--	--	--
Soviet	4.1	--	--	4.1	--	--	--	4.1	--	--	--	--	--	--
East European	8.8	--	--	8.8	--	--	--	8.8	--	--	--	--	--	--
Chinese Communist	2.0	--	--	2.0	--	--	--	2.0	--	--	--	--	--	--
Cuban	0.1	0.1	--	--	--	--	--	0.1	--	--	--	--	--	--
Coal	449.9	3.6	164.0	--	12.9	--	--	280.6	--	175.4	--	--	5.0	180.4
Free World	61.9	1.0	45.7	--	12.9	--	--	59.6	--	2.4	--	--	--	2.4
Soviet	206.2	2.6	203.6	--	--	--	--	206.2	--	--	--	--	--	--
East European	14.8	--	14.8	--	--	--	--	14.8	--	--	--	--	--	--
Chinese Communist	173.0	--	--	--	--	--	--	--	--	173.0	--	--	--	173.0
Cuban	5.0	--	--	--	--	--	--	--	--	--	--	--	5.0	5.0
General and miscellaneous	74.1	9.8	1.4	9.2	31.8	0.4	0.4	51.9	4.7	4.3	3.3	9.7	0.1	22.2
Free World	13.3	2.1	0.9	0.8	9.4	0.1	--	13.3	--	--	--	--	--	--
Soviet	23.3	2.9	0.5	4.4	7.3	--	0.2	15.3	4.7	--	3.3	--	--	8.0
East European	32.7	3.4	Neql.	4.0	15.1	0.3	0.2	23.0	--	--	--	9.7	--	9.7
Chinese Communist	4.4	--	--	--	--	--	--	--	--	4.3	--	Neql.	--	4.4
Cuban	0.5	0.4	--	--	--	--	--	0.4	--	--	Neql.	--	0.1	0.1

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